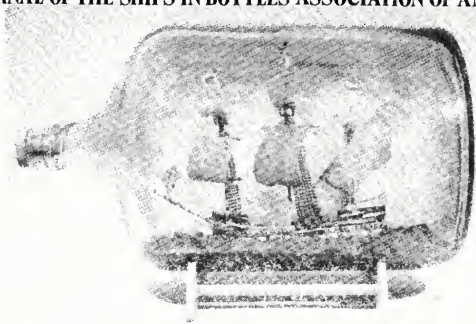




1986
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JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA



A large model of a schooner ship by Hugh Gorman, Deux Montagnes, Canada

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For membership application, please write the Membership Chairman - Robin Lee Harris Freedman, 2425 North Fifth Street, Harrisburg, PA. 17110, USA. Annual dues are \$12.00 for both North American and overseas members.

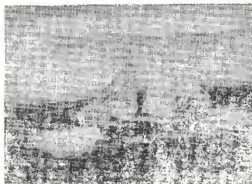
ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 33 Mystic Ave., Tewksbury, MA. 01876, USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission is the second month of each quarter.

Jack Hinkley, President
Alex Bellinger, Editor
Robin Harris Freedman, Membership
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THE BOTTLE SHIPWRIGHT

Volume 4, Number 3

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NOTICES ON SHOWS AND EVENTS



Unfortunately, timing of our publications has been awkward for the announcement of shows. Three including ships in bottles have already been held this year: The Constitution Museum Model Shipwright Guild's annual juried show (early March), The Columbia River Maritime Museum's annual juried show in Oregon (mid-May), and the Long Island Military Miniature Society Expo, where our friends in the Long Island Chapter are active (mid July). A few of us also got together, more informally, at the Combined Long Island, Connecticut, New Jersey and Constitution Guild Meeting (mid-April).

Good advance information of these sorts of event will always be appreciated, and every effort will be made to publish the information in sufficient time. News on hand now of events coming up:

The Nautical Research Guild Annual Conference will be hosted in Boston this year by the Constitution Museum Guild on Sept. 12th - 14th and Gilbert Charbonneau will be speaking on ships in bottles. Information and registration for the Conference can be obtained by writing to Mr. Harold Gillam, 241 Holt Rd., Andover, MA, 01810. Registration is limited, so if you hope to attend, write straight away. PLEASE NOTE: This is a conference, not a show, model entries are not expected.

The National Museum of Science and Technology and Capital Marine Modeler's Guild of Ottawa are holding a ship model contest and exhibition in Ottawa, Ontario, Canada, on the 3rd week of September, 1988 (start building now!). Prizes will be awarded for R/C models as well as static models, and a special category will be set aside for models of Canadian ships. For information, write to Mr. W.A. Arnould, c/o ModelShop, National Museum of Science & Technology, 1867 St. Laurent Blvd., Ottawa, Ontario, K1A 0M8 Canada.

News of an '87 International Ships in Bottles Exposition - at last word, plans are still tentative, but details will be passed along as soon as they are definite.

PHOTO OPPOSITE - Clipper ship, by Tom Matterfis.

FROM THE PRESIDENT

Two great things are happening. THE BOTTLE SHIPWRIGHT now includes NOTICES OF SHOWS AND EVENTS and a FROM THE MEMBERS column. The two are tied closely together with more and more shows and events being listed and more and more members taking part in events listed as well as some that are not. Many of our members are taking our craft to interested people and organizations and the public in general so that we share in what we do. There is not a builder, beginner or old timer, who does not take pride in the models he builds and most want to share this pride of workmanship with others. Participation in shows, competition, displays and demonstration sessions can be very rewarding and every member should seize upon opportunities to try their hand. We are beginning to see our members competing and winning recognition. Example is our Editor, Alex Bellinger, who, through his modesty, has neglected to mention he won 1st Place in the U.S.S. CONSTITUTION Model Shipwright Guild's Annual Show for 1986 last February. The winning entry was a fishing schooner in a pint whisky bottle and the prize was a bronze plaque. We have many winners but you don't have to be a contest winner to have fun with your collection. Take your "dog and pony show" on the road like many of our members have and give yourself a treat.

Welcome to all new members. Look closely at THE BOTTLE SHIPWRIGHT and you will see how and what other members are up to and we hope you will soon be participating with plans, ideas and correspondence.

It's getting time to put away the garden tools and open up the old shipyard and HIT THE BOTTLE (Preston).

Jack

EDITOR'S NOTE: It wasn't exactly 1st Place - my schooner won for the miscellaneous category. But let me add a story here. Imagine our President sitting in the large overheated auditorium at the 45th Annual Miniature Figures Collectors of America Exhibition in Chester, PA. It is the end of the second day of the exhibit, hotter than the day before and the awards are being announced. As the only SIB exhibitor there among collectors and vendors from all over the country and abroad, Jack feels a little self conscious but faintly hopes as he hears the Special Category Award come up. No, his name isn't called. Politely he waits as the Awards Ceremony continues, but all he really wants to do is pack up, get out of the heat and head home. Suddenly, his name is called - for an award of merit for a "Patriotic exhibit other than figures, artillery, armor or ordnance" for his OLD IRONSIDES in a 1000 watt light bulb! Again, our Prez has brought recognition to the ship in a bottle from another quarter.

Seriously, don't be modest and send us your good news too. Thanks.

EB

EDITOR'S NOTES

Welcome to 3-86. You will notice a few changes in this issue, based on the responses so many of you sent in on the questionnaire, and these are summarized below. My thanks to you all for this solid response, and to Steve Hahn, who came up with the idea. This is a good example of how far a simple idea can go. They are still coming in and in the next issue I plan to put together a summary of your ideas and preferences. Unfortunately, there wasn't room to do the job properly this time. There are also scores of hints and tips which I look forward to passing along.

As for your choices of subjects for this publication, techniques and plans were by far the most popular interests. In response to the first, a large portion of this issue is a single article, Paul Staunton's thorough coverage of a slightly different subject, modern yachts. There is also a fine article by Max Haeyen on making spinners (Paul also has another solution to this common problem, which will be published in a future issue). Fortunately, plans have been coming regularly, and there should not be much trouble having one in each issue for some time to come. Whenever possible, a photo of the model will be included.

Another popular subject on your responses was membership news and this is also a large portion of my mail. Much of it contains the kind of information we all look for. One simple idea may be the exact solution to a problem another of us has been trying to solve for some time. This is one of the most important purposes of our organization, and gives me an opportunity to include input from a larger representation of us all. In the spirit of this, a new membership list is included (again, please let me know corrections!) and help wanted is continued, with a new help offered section.

Some other selections put an interesting perspective on the classic problem of editing: material in high demand is scarce, while material not of much interest is common. History, one the popular choices, is a good example. Though it was often checked off, and I would like to include a regular section of this, so far I have not received any to pass on. On the other hand, Poetry and Cartoons vied for the least popular position (getting a couple of definite "no"s) but this material is abundant. Three copies of a poem published here in 1-86 have been sent in here since. Cartoons, especially those clipped out are quite common. However, the cartoons by members, I feel, have a special place, and it is a privilege to publish them here. But I do hear you all loud and clear, and will devote space to these subjects with discretion.

My thanks to C.L. Bradley and George Pinter for their submissions of cover ideas, joining Paul's. Based on this limited response, I concur the current design is sufficiently satisfactory to the general membership. However, it might not be to the editor, who may exercise his editorial authority and change it again in early '87!

"Wishing you a steady flow of free bottles, and kelp on your bilge keels..." (from Russell Avilla)

Classification Standards
The Jack Needham Trophy
for Excellence in Ship in
a Bottle Building

Preface

In March of 1985 the Long Island Chapter of the Ships In Bottles Association of America was formed at Seaford, New York, U.S.A. The original "Plank Owner" members were: George Dansky, Guy DeMarco, Gerald Gorycki, Ray Handwerker, Jr. and Frank Skurks. It was agreed that we would form a chapter of members of the National Association, gathered from the New York metropolitan and Long Island areas to further the objectives of increasing membership and promoting the art of building ships in bottles. We also agreed to meet monthly, educate new members, and exhibit in public events.

We had learned of Jack Needham's untimely death on November 8, 1984, and all felt a sense of loss, as Jack was the most renowned ship bottler in the world. Through his books, public appearances, correspondence and good will, he made many friends around the world, and did more than any one in modern times to promote the art. As the first president of the European Association of Ships In Bottles, he stimulated a great deal of interest and the organization now has many members throughout Europe and the world.

In the spring of 1985 Guy DeMarco suggested "The Jack Needham Trophy" as a lasting memorial to a fine man and as an incentive to promote and develop superior craftsmanship in ship in bottle building. I agreed to pursue the matter and the members of the Long Island Chapter agreed to sponsor the trophy. I sought the valued opinions of our National Organizations' officers, Don Hubbard, a founder of the National Association and editor of "The Bottle Ship Wright" and Jack Hinkley, President of the Ships In Bottles Association of America. Both agreed it would be appropriate, and endorsed the project. I then wrote to Mrs. Audrey Needham, Jack's widow and asked for her approval. She replied in the affirmative and thanked the members "for the kind remembrances in this way and the honor paid to Jack". She added her own personal thanks.


The Jack Needham Memorial Plaque will be permanently displayed at the Whaling Museum, Main Street, Cold Spring Harbor, New York, 11724 U.S.A. Each year, the name of the recipient will be engraved with the date. It is anticipated that the competition will be held during the months of July or August and the award made in September at the Whaling Museum. The recipient will also receive a miniature trophy as a personal award.

The members of the Long Island chapter contributed much time, thought and effort to this project. Hopefully, their efforts will be rewarded by the development and growth of ship in bottle building.

The establishment of higher standards of quality and workmanship in ship in bottle building should increase the public awareness of the unique and singularly remarkable form of nautical art.

Contributing members: Michael Choina, George Danaky, Guy DeMarco, Curtis Freed, Gerald Gorycki, Raymond Handwerker, Jr., Melvyn Segal, Frank Skurka, and William Stamps.

Francis J. Skurka
Chairman, Long Island Chapter
Ships in Bottles Association



REQUIREMENTS & STANDARDS

I. General Considerations

- A. The intent of these requirements and specifications is to develop a high standard of quality and to produce an accurate, authentic ship in the bottle.
- B. The model submitted must be built by the owner and hand delivered to the competition site.
- C. The model can only be submitted once.
- D. The Long Island Chapter of the Ships In Bottles Association will establish the date of the competition which will be on an annual basis.
- E. The competition is "open" and not restricted to any group.

II. Details of Construction

- A. The bottle selected can be of any type or style.
- B. The bottle neck opening shall not exceed 1" (2.54 cm) inside diameter (I.D.) and shall not be larger than 3 liter maximum fluid content.
- C. Only single models of sailing vessels will be considered.
- D. Internal objects other than the ship model shall be allowed, but kept to a minimum. This includes buoys, backdrops, lighthouses, rowboats, etc. These should not detract from the ship in the bottle.
- E. The model should be as authentic as possible, with respect to scale and type such as a "Baltimore Clipper", "Coasting Schooner". etc.
- F. External decoration shall be allowed. Stands, bases, ropework, decorative knotwork, MacNamara lace, etc. should not detract from the ship in the bottle.
- G. Only scratch built models will be considered. Semi-scratch built and kit built will not be allowed.
- H. The model should fill the space, that is "fill the bottle", within limitations of scale.
- I. The builder will furnish a copy of his plans, sketches, photographs, list of materials, etc. and as much information about the vessel as possible for use by the Long Island Chapter for non-profit, educational purposes. Due credit will be given the builder. The builder will incorporate the required descriptive material in an 8 1/2" x 11" pressboard binder with a suitable label containing the name of the vessel, the builder and the date.

III. Judging Standards & Criteria

A. The following factors shall be considered in evaluating the quality of the model submitted.

B. In addition to the parameters established above, and the factors listed below, the overall artistic and aesthetic qualities should be considered.

C. Factors to consider in evaluation:

1. Size of bottle
2. Neck opening
3. Sea or stand (internal)
4. Hull
5. Rigging
6. Sails & mastings
7. Decking & arrangements
8. Deckware & deck furniture
9. Painting & finishing
10. Special items, mountings or materials
11. Carving
12. Figures
13. Authenticity
14. Accuracy
15. Neatness; craftsmanship
16. Detail & uniformity; workmanship
17. Set or position in bottle
18. Fill of the model in the bottle
19. External decoration; knotwork/stand
20. Overall appearance

D. Final decisions shall be based on:

1. Craftsmanship
2. Level of difficulty
3. Accuracy & fidelity
4. Overall impression



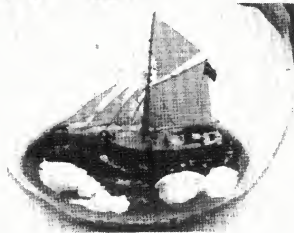
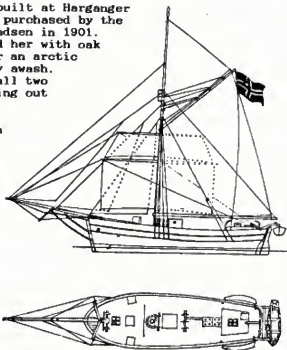
Frank Skurka discussing finer points of SIB modeling with your editor (left) and Saul Bobroff at the Combined Ship Model Club Meeting last April.

EXPLORATION SLOOP GJØA
Plans by Vidar Lund, Oslo, Norway

Originally a cargo vessel built at Herganger Fjord, Norway in 1872, GJØA was purchased by the famous polar explorer Roald Amundsen in 1901. He strengthened her and sheathed her with oak and loaded her with supplies for an arctic voyage until her deck was nearly awash. Sloop rigged, she also had a small two cylinder naphtha engine for getting out of tight spots.

The expedition of seven men set out from Disko, Greenland, in July, 1903. Three winters were spent in the ice before they arrived at Nome, Alaska in 1906. The journey ended in San Francisco, where in 1909 she was hauled out and presented to the city. She began to fall into disrepair and the GJØA Foundation was formed to restore her. The reconstruction was completed in 1949 and she was established at the Golden Gate Park for public view.

Color Scheme: Hull, green with two strakes in natural wood finish and red antifouling. Inside of bulwarks, engine room casing, skylight and davits, white. Houses, white with green roofs. Boats, brown. Masts and spars, varnished wood.



NOTE: Vidar Lund, the past president of the Norwegian Ship Bottlers Association, kindly responded to Don Hubbard's appeal for plans with this series of four vessels. This is the last of the series.

The model is by Don Hubbard. The sea and icebergs are of acrylic resin.

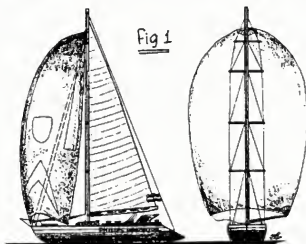
BUILDING THE PHILIPS INNOVATOR

by
Max Haeyen, Eindhoven, Holland

PORTSMOUTH, September 28, 1985.

The start of the fourth Whitbread Round for the World Race. Among the 20 racing yachts are two sponsored Dutch teams. Their ships are EQUITY AND LAW, Captain Pleun vander Lucht, and PHILIPS INNOVATOR, Captain Dirk Nauta. It is

the latter ship which inspired me and led to my model in a bottle. The PHILIPS INNOVATOR was designed by Rolf Vrolyk and built in 1984 at the "Alu-boot" yard in Hindeloopen, Holland. The aluminum hull weighs 9000 kg (including lining). Overall length 19.2 m. Beam, 5.25 m. Draft, 3.2 m. Mast, 26.4 m. Keel, 9 tons, Displacement, 19.4 tons, Spinnaker, 240 sq. m. Mainsail, 123 sq. m. Crew 12.



The spinnaker and extremely long mast made me decide to use a belly shaped wine bottle (the contents were delicious...) and to put the ship on the bottom of it.

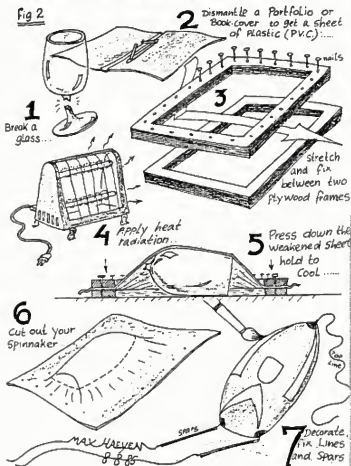
The model is not complicated. The fat end of the hull and the long mast with four yards for the shrouds made it logical to collapse the mast and rig in a forward direction. The forestays were fixed forward and the after stays glued to the mast-top after bottling and setting.

The real problem was the spinnaker. The first I made out of paper, cutting the edge and gluing to get the bullet-top shape. The bottle neck was 14 mm and it was not possible to put in ship and spinnaker together without wrinkling and damaging. But I tried...and had to empty the bottle a second time. There were no cheers now, I'll not repeat the words I used. After repairing the

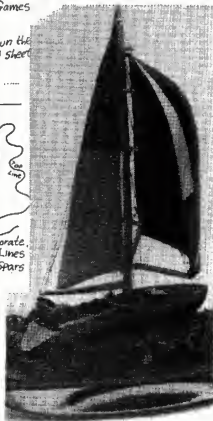


broken mast, etc., I had to find another way. Some brain storming and a little quarrel with my wife about a broken sherry glass brought about the results (see diagrams).

MAKING A SPINNAKER IN SEVEN STEPS...



The long narrow neck made me decide to put the spinnaker in place after bottling the ship. Three threads ran from the sail into the bottle, through the mast holes and out again. The sail was very elastic now and could be rolled into a cylinder and slipped in without damage. Pulling the sail in place with the three lines was a minor problem after an hour



wrestling with the tangled and tangled and twisted threads. It looks very easy and simple when it is finished. Now my tremor has stopped.

In some months, I hope to tell you about my experience building the 100 examples of this model that the sponsor of this ship ordered.

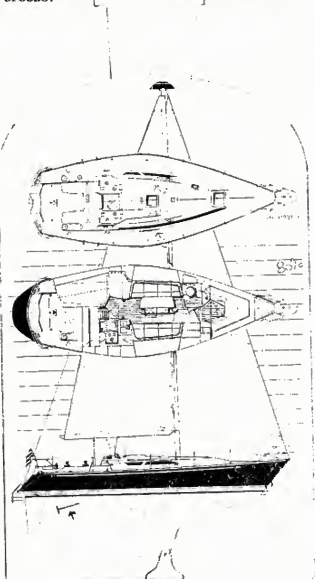
BUILDING MODERN YACHTS IN BOTTLES

By Paul Staunton
Port Dufferin, Nova Scotia

I have been building modern yacht replicas in bottles for about two years and I would like to share with you some of the "secrets" that I have learned. Most of our readers have mastered the intricacies of building a square-rigged ship in a bottle and compared to them, the modern yachts are a breeze.

I have found that the easiest way of building any vessel, including modern yachts, is to acquire a sail plan, profile and deck plan from the builder. Usually a simple letter to the company will get you a set of plans. They are on most of the brochures the company sends out to prospective clients. Once you have the plans, you still have to find a suitable sized bottle. I have found the perfect bottle from IKEA, a furniture store in Sweden. They sell a "large apothecary bottle" for \$5.00 (Canadian) and it measures 4" in diameter, 8" total height, with an opening of 3/4". It has a glass stopper and the proportions are perfect for almost all modern yachts. If you can find a better bottle, more power to you, but I am very pleased with these.

Once you have your bottle, take a sheet of tracing paper and draw an outline of the INSIDE of the bottle. Take this outline, along with the boat to the nearest printing shop. They should have a machine that looks like an enormous photocopier. Lay the outline on the profile boat plan and estimate how much the boat "overhangs" the bottle. If 1/4 of the boat overhangs the outline, then reduce the plans by 25%. You may have to go through a bit of trial and error to get the re-



duction to the right scale, but after the first hundred models, it gets easier.

Now you have a set of reduced plans and a suitable bottle. Good, now we can get started.

I like to use basswood. It gives a crisp, clean line, it sands well, carves well, and is available anywhere you buy balsa wood. Lay the basswood strips (which usually come no bigger than 1/2" x 1/4" x 22") on top of the deck plan, cut off as many lengths as you shall need to fill the beam of the vessel. I find that I usually need about six pieces to make up the whole width. This should give you enough wood to the waterline. If you wish to create a full hulled vessel inside the bottle, use 2" x 3/16" basswood for the bilge, the keel and the rudder.

You always have to keep in the back of your mind that whatever you build will have to fit inside the neck of the bottle, so we have to arrange the ship to break apart into sections when the model is finished. To do this, start with the center two pieces of basswood, and draw the cockpit onto the stern end. You are going to drill holes for bamboo dowels to pin the pieces together and so be sure not to drill into the cockpit. I put one dowel into the cabin and another towards the bow. The reason we only pin two of them together is so that the other pieces of basswood will cover up the exposed ends of bamboo and therefore allow a smooth "fiberglass" finish. Now that the center two are pinned, you can glue the other four sections on, two to each side.



If you are building a full hulled model, the bilge will have to be pinned on as well. The process is the same as before. Drill four holes and you have a solid wood block to carve. For the keel, a piece of 3/16" basswood is glued to the bilge in the proper position.



I am going to digress here a bit and talk about boots. No, not the type you wear. That is the name given to the stripes down by the waterline. To get a crisp, clean line (or two or three or four) I lay down a piece of veneer. This is simply very thin wood. After the hull is carved, sanded and painted, this piece is painted and re-assembled, giving a perfectly straight line. That is the easy way to form one boot. Triple boots present more of a problem. I have cut apart plastic WHISK bottles for red, JOY bottles for yellow, FLKRCY bottles for blue and CLOROX bottles

for white. These are then laid down in the proper sequence and epoxied together. When dry, pin them to the hull as if they were one simple slice of veneer. Once the final sanding takes place, all the colours will stand out on their own and everyone will envy you for your steady hand.

Right now you should be scratching your head and wondering where you went wrong, but don't give up yet. Go back to the reduced plans and trace a deck plan and a deck profile, cut them out and glue the profile to the side of the wood block. Be sure to put the bow at the proper end (remember the bamboo pins?) and be sure to line up the waterlines. Nothing is worse than having unlevel level lines. Now take the deck plan and glue it to the top of the wood block, taking care to line up the bow and the stern.

Now, if you are lucky enough to have a wife like my Kirsten, and she bought you a Dremel Motorshop for Christmas, you are more than halfway there. If not, prepare yourself for a lot of carving. I will assume that you have access to the Motorshop. Cut out all of the profile except for a tiny bit at the bow. This is to hold the deck on until you finish cutting. Now support the keel and cut around the deck. If you do happen to break the keel, do a quick swear and glue it back on.

When this is done, take the hull apart and cut out the footspace in the cockpit. That is to say, where your feet go, not the seats where you would sit.

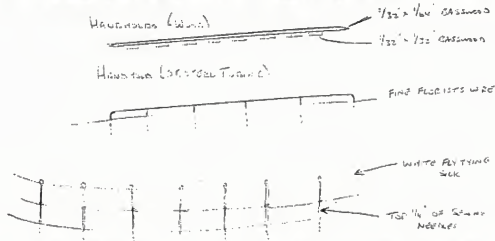
By now you should have the start of what appears to be a modern yacht, except for the fact that the lines are squared off instead of curved, round and smooth. It is a simple matter to fair the lines (blend them together). I use a sharp razor blade to carve away the majority of the waste and finish off with a bit of fine and extra-fine sand paper. Once you are satisfied with the sanding, it is time to start the deck features. Now would be a good time to carve out the seats. There is no way to do this except with a very sharp knife, and a bit of patience. When finished, the main cabin is to be formed from a piece of basswood cut and sanded to shape. All of the different levels of fiberglass can be recreated in miniature by gluing on small strips and pieces of paper, cardboard, wood, veneer, or whatever you have available. The hatches, skylights, toe rails and anything that will eventually be white is put on the model now. Just remember that when the model is finished and in the bottle, people will be picking it up and looking at it from two inches away so any detail you can put on will increase the value of the work.

Your problem now is that your model is all different shades of white because of the paper, veneer, etc. I have found the best results are obtained by giving the model a coat of paint using an air-brush. This is a pen-shaped device that places a thin layer of paint



exactly where you want it to go, with no brush strokes. The deck should be painted with a matte white (to cut down on the glare from the sun) and the hull, above the waterline should have a gloss white coat. The bilge and keel can be most any color. I know I said "a coat" when in fact the model will need three or four coats.

The next things on our model are all of those little fittings. The handholds are fashioned from basswood strips that have been cut into tiny segments and glued to a thin basswood strip.

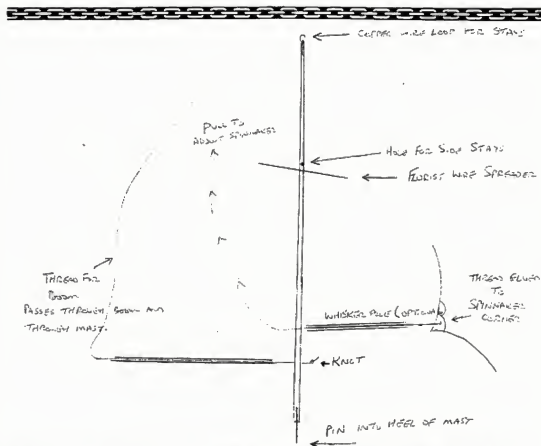


The skylights are tiny bits of glossy, black paper cut from your favorite magazine. The stanchions are the top 1/4" of the finest sewing needles you can find and they are glued into pre-drilled holes in the deck. The life lines are threaded through the eyes and clove-hitched around the stanchion half-way up. The diels in the cockpit are from a letter "o" cut from a magazine and glued into position. The bow pulpit and the stern railing are formed from florist's wire that is easily bent into shape. The wheel "helm" can be a watch gear of the proper size, but I prefer to make mine from fine wire and solder the pieces together.

It would take a full book to explain how every little item is made but this should start you on your way, but I emphasize that you should endeavor to put just as much detail into your model as you can.

Now it is time to move onto the mast and sails. I fashion mine from 1/16" aluminum tubing. It is held up against the reduced plans and cut to the proper size. You should also mark on the position of the boom and whisker pole (optional for spinnaker), as well as the position of the spreaders.

Now take a very fine micro-drill and drill holes for the boom, spreaders and side stays directly above the spreaders. The spreaders can now be added. They measure slightly less than the beam of the boat and are made from fine florist's wire. They are glued in place using "Krazy Glue" or plain white glue. The addition of the boom can



best be explained in a diagram. The thread is passed through the hollow boom and up to the top of the mast.

The rigging lines, made from grey fly tying silk, are secured to the hull by way of "eyebolts". These are fashioned from fine copper wire that I got from a worn-out extension cord. Just cut off six inches and you should have enough to build fifty ships. The wire is bent over on itself and twisted on a small homemade gadget designed for just this purpose.



Drill a small hole in the deck, dip the eyebolt into some white glue and slide it into the hole. Let the glue dry, and you have a scaled down version of the real thing. Tie the thread to the eyebolt and put a dab of glue at the knot. When dry, a dab of black paint will give you a turnbuckle to tighten the stainless steel wire.

The mast is secured to the deck by way of a straight pin forced into the heel of the mast. Cut the excess pin with a pair of wire cutters and drill a small hole into the deck where the mast is to go.

Now you should have a scaled model with all the deck features, a keel, rudder, mast, boom and rigging. All that are needed are sails.

Frankly, I haven't found the perfect material to represent the modern DACRON sails but some of the materials I have tried include: rice paper, tissue paper, typewriter paper, onionskin paper, very fine cloth, tracing paper and cigarette paper. I have even tried a fine coating of varnish to get the shiny look of DACRON, but, I'm not 100% satisfied yet. The best I have come up with is tracing paper with a fine spray of varnish, but I am still experimenting. Just lay the prepared paper onto the reduced plans and trace the sail outlines. Now take a sharp pair of scissors and cut out the sails. The main sail is glued to the mast and the boom. The genoa (the triangular sail out in front, to all you landlubbers) is glued to the forestay.



By now your ship should look pretty well done. It is now time to take it apart. Remove the mast from its hole and set it aside. The bow pulpit and the stern rails will have to be cut at mid point. I use a pair of toenail cutters for these support the cut from both sides, rather than applying pressure to one side only. Now take a sharp, thin razor blade and "break" the model apart along the waterlines. This is the test of your pre-planning abilities. Take the razor, and "break" the model down the centerline. It should pop apart. If it doesn't you glued the wrong pieces to the wrong place and you have just learned more than any written article could ever teach you.

If you have built a full hulled model, you will need a proper way to support it. I use a golf tee that has been inverted, and has had a notch sawn into the shortened shaft. This notch should be wide enough to take the width of the keel. I have found that I have to drill a hole through the tee and the keel to prevent them from slipping apart before the glue has dried. Rather than just gluing the golf tee to the bottom of the bottle, I like to pretty it up a

little. I take a piece of navy blue felt and cut it to the diameter of the inside of the bottle. I then try to weave a very fancy string (rope) mat and glue it to the felt. When the glue is still in a plastic state and before it has set totally, I roll the felt up and slide it into the bottle. It is now epoxied to the bottom and allowed to set.

If you have decided to fashion a waterline model, you can simply use blue putty with a bit of white to represent the bow wave and the wake. I prefer the full hulled models and the felt base because it looks like blue water with white foam and spray (the string) and it also seems to harmonize with the modern lines.



Back to our vessel. Now that the felt base is dry, pivot the golf tee out of the way and very slowly slide the bilge into the bottle. Epoxy the tee to the felt for that is what will have to hold the whole thing when you send it to Japan. When that is dry, cut off the bamboo splinters that have been holding the sections together and very slowly slide one half of the hull into the bottle matching it with the pins sticking up out of the bilge. Once that glue is dry, slide the other half in and match it up as best you can. There will be a noticeable seam along the center line, but make it as small as possible. Once you are satisfied with the hull, go have yourself a beer, because, frankly friend, you deserve it.

Once all that glue is dry, take the head off of a small paint brush and secure it onto the end of a piece of coat hanger wire. Now try to paint the seam using no paint. Bend the wire into whatever shape is needed to reach around all the odd corners. Now go back, pick up some matte white paint and blend in the center seam. If you go slowly, the seam will become invisible.

Now you can take your mast, position it heel downwards into the bottle, and pass the threads through the appropriate holes in the mast. You "simply" slide the mast down into the bottle, taking up slack as you go. When you reach bottom, place a dab of glue at the pre-drilled





hole and snag the pin/mast home. Once the glue is dry, snug up the lowest stays (the ones that are passed through the mast) and put a dab of glue at the joint. When that is dry, take a sharp razor fastened on to the tip of a wire and cut them off clean. Now take the threads that are to be connected to the tips of the spreaders and glue them there with the tiniest bit of glue.

When that is dry, the thread is passed through the copper loop at the tip of the mast as well as the back stay, forestay and boom stay. Put a dab of glue on to all of these threads and when dry, cut off the extra. If you have not used a spinnaker, you can hide the mess at the top with a very fine white wire to represent the VHS antenna.

That just about completes my method of building modern yachts in a vertical bottle. I realize that I have left out a thousand "secrets", but this was not intentional. Everyone has their own technique and style and this was simply to give you an idea of where to begin. I hope that you feel the urge to try my method and I urge you to write to me if you have any problems, and also to let me know how you succeeded. I am always looking for new and better ways to improve our art. I can be reached at:

Paul Staunton
RR #1 Port Dufferin
Nova Scotia CANADA
BOJ-2RO



FROM THE MEMBERS

GEORGE PINTER, Halifax, Mass., is currently planning a large diorama bottle representing the famous arctic whaling disaster of 1871 when about 30 whalers, mostly from New Bedford, were trapped in the ice. He has a 2 1/2 gallon jug for the project, and plans to build 4 or 5 vessels locked in the ice being salvaged by their crews. George writes "colorfully" about the problems of research, but appears to be making solid progress.

BURTON D. RECKLES, Houston, Texas, has already completed a whaling scene in a bottle and it took second prize in the Texas State Fair last year in the "scale model dioramas" category. This year he plans to enter two new models and reports he has begun to sell a few as well.

Also on the subject of whalers, RALPH PRESTON, Winooski, Vermont, hopes to see his CHARLES W. MORGAN completed later this year or early next. The project has taken eight years so far, or about 3000 hours! Ralph kindly joined your editor earlier this month for an informal presentation of ships in bottles for the Bostonian Society. We were also joined there by PAUL FISHER, Keene, N. H., and BOB CAMPBELL, Manchester, N. H. The public visiting the Old State House was dutifully better educated about SIBs and the four of us had an all round good time.

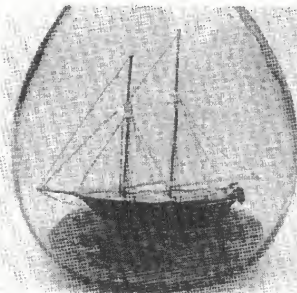
RANDY MARTINDALE, Aurora, Col., has been making public demonstrations as well, primarily working with youth groups (Cub Scouts, Boy Scouts, 4-H Clubs) as well as teaching his daughter at age 4 to 5. Hopefully, he will be able to send in some ideas for a future issue. Of course, our President, JACK HINKLEY, is an old hand at this, and enjoys teaching our unusual work to youngsters.

RAY HANDWERKER has recently taught a neighboring youngster to complete his first SIB (photos should be in the next issue). BOB DE JONGSTE, Netherlands, sends the news that his grandson, at 6 months, is the youngest member of the European Association. Bob represents the European Association in Holland.

PARKER LENKY, Port Dover, Canada, will also be teaching SIB modeling this fall, to 12 (or more) interested night students. His sales of models of the fisherman BLUEGUSE still are good and he is usually working on them four at a time, "so I don't have to wait for the glue to dry, this cuts my production time". By now he should be getting back from his trans-continental drive, seeing Expo '86, fishing with his son and visiting friends and relatives.

ROBIN HARRIS-FREEDMAN, our membership chairman, sends the news she just finished a model of the clipper RAINBOW as well as completing a commission for a family's reunion, the BRISTOL MERCHANT. The family's ancestors arrived here on this ship in 1686. She has also just finished a three day show and is planning for her next show in October. Interest generated by the 1986 Liberty Celebration has brought her a few sales.

PAUL FISHER reports he will be starting work for the Smithsonian Institute this year and is tied up with a number of projects, including building a post and beam shop on his land up in New Hampshire. He has also drawn up plans for the whaler AGATE, which he hopes to send along when he has had a chance to build her and "work out the design bugs that always seem to crop up".



DON HUBBARD, Coronado, CA, writes with information on one of his latest projects, the schooner HARRIET out of Nantucket. The SIB is a miniature version of a larger model belonging to Vice Admiral Fitzhugh Lee, who commissioned it for his wife's birthday. Don was pleased with how the model turned out, especially since he only had one look at the larger model and three bad photos to go by. Don also helped Mrs. Lee make a SIB for her grandson.

Congratulations to AL DALY, Pennsauken, N.J., who won an Honorable Mention Ribbon in the Miscellaneous category at the Mid-Atlantic Woodcarving Show and Competition

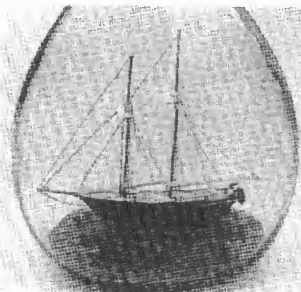
held in Abington, PA, this spring. Congratulations are also in order to GLENN BRAUN, New York, N.Y., for his recent appearance in the latest issue of FINE WOODWORKING.

JOCHEN BINIKOWSKI, Lokstederweg 68, D2000 Hamburg, West Germany, sends his regards to all American shipbottlers (from the Philippines, where he is on business) and writes of new SIB developments in Germany. The two SIB Museums, Neuhaarlingsatel and Hamburg Schulau are now recognized as cultural institutions with the same status as government operated museums - it was a long fight for Jochen with the Ministry of Culture, but he won. As a result, they are now VAT exempted and able to reduce their entrance fee from 3. DM to 2.50 DM. "I think this is another step for the recognition of SIB as a work of art by the government institutions. I am sure if the international SIB community stands shoulder to shoulder in the fight, we will have success."

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Decals and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave., Royal Oak, MI, 48073. Please send check or money order.

The 4" embroidered patches are \$3.00 each and the 3" decals with easy-peel backing are \$1.25 each, or 2 for \$2.00.

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HELP WANTED

Thanks to Tom Matterfis for his replies to my question from the last issue and Bob de Jongste for his replies to both my question and Paul Staunton's.

FRANK SKURKA, 2447 Aron Dr.N., Seaford, N.Y. 11783, would like to know of a good source for the silk used for artificial flowers. Like the rest of us, there's a new experiment for sail material brewing.

DON IVERS, 3392 16th St., San Francisco, CA, would like ideas on what to use for sub-miniature ship's wheel. "Suggestion watch gears no good - cannot find in the dingiest watch shop."

BOB ZWEIBEL, One Yesler #3, Seattle, WA 98104, would like to know more about deck fittings - "cannons and carriages, railings, deck houses, anchors and chains, etc., etc..."

WILLIAM S. CHRISTIAN, 3412 Huckabay Circle, Raleigh N.C., 27612, is interested in steamers, especially Atlantic liners of the sail - steam transition era, around 1870-80, and would like to know if anyone else has done any modeling of these vessels.

HELP OUT YOUR EDITOR - I have received requests for general guidance and assistance from new SIB modelers and do not have the time to really answer all questions as well as could be. If you are an experienced SIB modeler interested in helping out a newer one and feel you can be a good correspondent, let me know and I will match you up with a modeler looking for guidance. Please include a bit about your experience to help me with introductions.

HELP OFFERED

This is a new idea, but one that will hopefully stay with us!

DON IVERS, 3392 16th St., San Francisco, CA, 94114, while writing around in search of good fine rigging line, received an answer from Coates & Clark in the form of a full gross of bobbins with white #160 thread. Since he figures there's enough for a few lifetimes (each bobbin contains 173 yards), he will be glad to send a couple to anyone sending him a stamped (.22) self addressed envelope.

RANDY MARTINDALE, 17903 East Utah Place, Aurora, CO 80017, works in a large hospital as a staff pharmacist and has access to a lot of small medicine bottles, usually ranging from 3/4" to 3" in size. He would be glad to supply others with these for the price of the postage, as long as demand doesn't exceed supply.

TOM MATTERFIS sent in a hull of a Scottish three master, which he doesn't intend to finish, to demonstrate his unique way of forming bulwarks. It's a good job, and ought to be finished. Unfortunately, Tom has lost the book he found the plans in, so it will take some hunting around and imagination to come up with her particulars. I'll send the hull to the first to respond.

WELCOME NEW MEMBERS

Dewey Allen, 120 East 100 South, Providence, UT 84332
William Baldwin, #2 East Crawford Ave., Toledo, Ohio 43612
Gwyllum E. Blaser, 671 Maple Dr., Smithfield, UT 84335
Capt. Richard K. Bredenberg (Ret.), 4008 Thunderbird Trail, Sioux Falls, So. Dakota 57103
Allan B. Campbell, 1111 McIlhenny #23, Houston, TX 77002
Harry T. Deveau, 154 Ashland Ave., Bloomfield, NJ 07003
Brien Doran, 7274 Sheffield Lane, Dublin, CA 94568
Greg Eckstein, 3230 Janet, Warren, MI 84335
Colin Leslie Fox, 805 Lexington Ave., New York, NY 10021
Mark H. Framstad, 1024 S. Main St., Apt. 410, Racine, WI 53403
Lawrence D. Goeckritz, 24205 Wilson River Highway, Tillamook, OR 97141
Willard Daniel Hills, P.O. Box 672, Riverdale, GA 30274
Don Ivers, 3392 16th St., San Francisco, CA 94114
Philip Keyes, 2 Pine Blvd #7, Cooperstown, NY 13326
Fred Lindahl, 7065 Saranac, San Diego, CA 90015
Arvid Lundell, 70 North Duval St., Grosse Pointe Shores, MI 48236
Stuart J. Meyers, 163 East 33rd St., New York, NY 10016
John R. Neal, Route 1, Box 276D, Ocean City, MD 21842
William D. Neal, Jr., P.O. Box 161, Walla Walla, WA 99362
John Edward Russiselle, 229 Herbert Ave., Hampton, VA 23663
Carole Wilson, 440 South Brea Blvd, Brea, Calif. 92621
Louis J. Zielesinski, 9324 W. Jefferson Ave., Brookfield, IL 60513

ADDRESS CHANGES

Gary Alves, 303 N. First, Dayton, WA 99328
Stanley Baker, 12 Salt Sea Lane, Falmouth, MA 02540
Norman Brass, 40 Richview, Rd., Apt. 1801, Islington, Ontario CANADA
M9A 5C1
Philip Deacon, 1120 Shawnigan Millbay Rd., Mill Bay,
B.C. CANADA V0R 2P0
Raymond Handwerker, 5075 Freeport Dr., Spring Hill, FL 33562 (after
9/1/86)
Tom Matterfis, 2167 Burnice Dr., Clearwater, FL 33546
Melvyn Segal, 1471 E. 13th St., Brooklyn, NY 11230
Robert Zwiebel, One Yesler #3, Seattle, WA 98104

"HOW DO YOU PUT THE SHIP IN THE BOTTLE?"

There have been many answers to this all too common question. Recently, a lady asked BILL JOHNSTON, and he replied "Well, I have a trained termite, and I just put him in the bottle with some wood, cork it up and don't let him out until it's finished!" Incredibly, she swallowed that and then asked how long it took to train the termite!

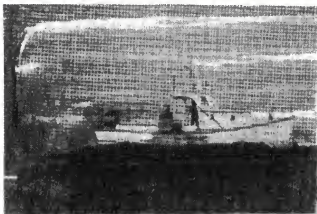
Other answers have been:

"Freeze dry the ship, slip it in the bottle and the add water, and simmer for twenty minutes" -- EVELYN HARRIS-FERGUSON

"You must always empty the bottle first. This is an important job, and to be sure it's done right, I always use to this part of the process myself." -- ALAN BELLINGRE

Three models by Glenn Braun,
New York, N.Y.

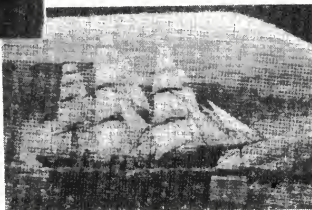
Amundsen's exploration schooner
FRAM, shown next to the ice.



A lobsterman (above). Glenn wrote
a how-to article on this model that
is appearing in the new publication
SCALE WOODCRAFT



The ever popular FLYING
CLOUD (below) with her
stunsails set.



A collection of smaller models by Hugh Garrison